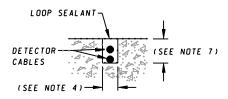


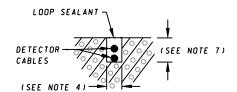
LOOP DETECTOR SAWCUT TYPICAL



SECTION B-B CONCRETE SURFACE

NOTES:

- 1. WHEN A PROPOSED LOOP DETECTOR SAWCUT CROSSES A LATERAL ROADWAY JOINT OR VALVE COVER (10. MANHOLE. HANDHOLE. ETC.) LOOP DETECTOR INSTALLATION SHALL BE MODIFIED INTO TWO SEPARATE LOOP DETECTORS WHICH SHALL NOT TRAVERSE JOINTS OR VALVE COVERS.
- 2. THE LOOPS SHALL BE PLACED IN THE CENTER OF THE LANE UNLESS OTHERWISE NOTED ON PLANS.
- 3. PRESENCE LOOP DETECTORS ARE TO BE PLACED 12"
 BEHIND THE EXISTING OR PROPOSED STOP LINE.
- 4. LOOP DETECTOR AND PROBE SAWCUTS SHALL BE $^5 \rm g''.$ LEAD-INS FROM THE LOOP DETECTOR TO THE EDGE OF PAVEMENT/CURB AND GUTTER SHALL BE $^5 \rm g''.$
- 5. 11/2" DRILL HOLES SHALL BE USED AT ALL CHANGES IN SAWCUT DIRECTIONS.
- 6. SEPARATE 1" ELECTRICAL CONDUIT SLEEVES SHALL BE REOUIRED FOR EACH LOOP SPACED 1'-0" MINIMUM APART IN ROADWAY
- 7. 2" DEPTH FOR CONCRETE ROAD SURFACE OR 41/2" DEPTH FOR ASPHALT ROAD SURFACE



<u>SECTION B-B</u> ASPHALT SURFACE

- 8. MIDDLE PROBE SHALL BE CENTERED IN LANE.
- 9. LOOP DETECTORS AND PROBES INSTALLED AS PART OF A RESURFACING PROJECT. SHALL BE PLACED IN THE PAVING COURSE PRIOR TO THE FINAL SURFACE COURSE.
- 10. WHEN INDICATED ON THE PLANS FOR A LOOP DETECTOR TO BE INSTALLED IN A HOT ASPHALT PATCH. THE ROADWAY SHALL BE PATCHED TO CONFORM TO SECTION 505 PRIOR TO THE INSTALLATION OF THE LOOP DETECTOR. THE PATCH SIZE SHALL BE AS SHOWN ON THE PLANS.
- 11. DETECTOR TO BE INSTALLED IN PORTLAND CEMENT.
 CONCRETE PAVEMENT REPAIRS SHALL CONFORM
 TO SECTION 522 PRIOR TO THE INSTALLATION OF
 THE LOOP DETECTOR. MINIMUM LONGITUDINAL
 ROADWAY REPAIR SHALL BE 8' FOR 6' x 6' LOOP
 DETECTORS. AND 32' FOR 6' x 30' LOOP
 DETECTORS.

